

COUNTY OF MARIN



Tamalpais Transportation Improvements

C O M M U N I T Y O P E N H O U S E S U M M A R Y

Prepared By: MIG, Inc.

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INTRODUCTION

On Saturday, November 18, 2000, over 120 community members from Marin County attended the fifth community involvement opportunity related to the Tamalpais Transportation Improvements Project. The TTIP Community Open House was held at the Tamalpais Valley Elementary School from 12 p.m. to 4 p.m. Representatives from the National Park Service, CalTrans, GGNRA, Marin County, and the Tamalpais Valley Gateway Coalition were in attendance. The open house, sponsored by the County of Marin and the Tamalpais Community Services District, was designed to inform community members and gather input regarding the preferred alternatives in improving the Manzanita Park and Ride facility, the Coyote Creek Bridge, and the Tennessee Valley Road Trail. Each alternative will be further evaluated in the environmental review process. Additional public participation opportunities will be held as the environmental impact of each alternative is assessed.

The open house was composed of five interactive stations. Station One, *Open House Orientation*, was designed to give community members a project overview, as well as an overview of the open house set-up. Daniel Iacofano of Moore Iacofano Goltsman, Inc. (MIG) gave a 10-minute orientation presentation every 30 minutes throughout the open house.

Station Two, *Parking/Intercept Facility*, presented three preferred improvement alternatives for parking at the Manzanita Interchange. Technical support from the consultant team helped community members understand each alternative and answered questions. Community members were given a comment sheet to provide the

County with input and direction on the preferred improvement alternatives.

Station Three, *the Coyote Creek Bridge*, gave community members the opportunity to review and comment on the two preferred alternatives for improving the Coyote Creek Bridge. There were technical consultants from both Caltrans and the consultant team to answer questions and provide a description of each alternative.

Station Four, *the Tennessee Valley Trail*, was designed to inform open house participants about the two preferred improvement alternatives for the Tennessee Valley Trail. A technical consultant that helped design the alternatives was at the station to assist community members in understanding and commenting on the improvement alternatives.

The final station in the open house, Station Five, *Regional Transportation Planning*, was designed to inform community members about regional planning efforts addressing transportation throughout the entire Parklands area. It also gave community members the opportunity to give input on the desired issues and goals that should be addressed in the regional transportation planning process.

Community members were given a comment sheet that followed the layout of the open house and were encouraged to submit their comments and feedback regarding each topic. The following report summarizes the comments that were received through December 4, 2000.

PUBLIC COMMENT SUMMARY

Workshop participants were given a comment sheet to write down their questions, comments, and input regarding the Tamalpais Transportation Improvements Project. The format of this comment sheet followed the layout of the open house. The following is a summary of the comments raised by open house participants and written on the comment sheets. The comments are categorized under the following headings:

- Parking/Intercept Facility
- Coyote Creek Bridge
- Tennessee Valley Road Trail
- Regional Transportation Planning
- Other Comments

A number in front of a comment indicates the number of participants emphasizing that particular point.

Parking/Intercept Facility

Community members identified the issues involved in improving the parking/intercept facility and commented on the preferred alternatives presented at the open house. Specifically, the following comments were made:

- (5) Focus on the improvements in Alternative 1 and *do not* consider Alternatives 2 or 3.
- (2) Focus on Alternative 1. It is beneficial because it will bring the most parcels under public control and ownership.
- Address the problems of Alternative 2 associated with the inevitable intensification of development that would stem from this alternative. This alternative is not desirable.
- (4) Consider that Alternative 2 does not have community support and was not agreed to by the TVGC.
- (2) Assess Alternative 2 as the preferred alternative because it consolidates at-grade parking into an attractive structure.
- (5) Implement Alternative 3 with a structure that does not exceed the height limitations set forth in the community plan.
- (3) Consider that a visitor center is ok as long as it is small and tasteful like the picture shown at the open house.
- Design the visitor center sited against the Bay and be designed with characteristics of the immediate surrounding environment. It should have all necessary amenities for parklands visitors.
- (2) Consider that improving the parking/intercept facility involves the larger issue of capacity on Highway 1. The Highway is too narrow for adequate access to a parking facility. There needs to be a local access road or easement to mitigate this problem.
- (2) Consider that the parking demand/supply board was inadequate in justifying the need for the parking intercept improvements.
- Provide bus access in existing park and ride lot onto northbound Highway 101 on-ramp.
- Consider that the key issues board was very comprehensive and helpful in evaluating the alternatives.

- **(5)** Address the commuter-parking spill over that may impact the side roads when visitor parking fills up.
- Provide more comprehensive traffic impact data to assure that the improvements will not increase the traffic at Manzanita.
- Focus on solutions that do not involve raised parking structures.
- **(7)** Looking into areas further north and south of Tam Valley for intercept sites in order to limit congestion at the Manzanita interchange (e.g., Marin City).
- **(3)** Ensure that through traffic will not back up as people try to enter the parking facilities (e.g., provide extra lanes, etc.).
- Construct intercept improvements that will truly discourage traffic from passing through Tam Junction.
- Consider a bypass behind the Dipsea.
- Consider that these are good alternatives, as they would be helpful in mitigating current traffic.
- **(2)** Look into using the heliport as a transfer station/visitor center.
- **(2)** Ensure that moving the Caltrans maintenance facility will not bring unsightly trucks and buildings into more visible locations. Do not relocate it to the Manzanita south area.
- Consider other solutions before building an invasive structure. Improve transit to Muir Woods first.

Coyote Creek Bridge

Participants continued comments regarding the preferred alternatives for improving the Coyote Creek Bridge. Their comments included the following.

- (3) Explore implementing the improvements in Alternative B2 that allows left turns off of Tennessee Valley Road.
- (3) Focus on Alternative B2 without a left turn.
- (2) Consider that 12' lanes are inappropriate for arterial lanes and would encourage speeding. 9'-10' lanes would be more appropriate.
- (11) Create a set of alternatives that are not so wide. These widths in these options are far too excessive.
- (4) Address the inconsistencies of these alternatives with regard to the Community Plan policies that call for 2 southbound lanes on the bridge. There should be three travel lanes across the bridge.
- Consider that the bridge should not be widened to bring more traffic into the Tam Valley community.
- (2) Ensure that bridge width is planning for future conditions and can eventually accommodate 4 lanes of traffic.
- (5) Understand that 8' shoulders are unacceptable for a bridge this short. Apply for a design exception with Caltrans or reject the project entirely.
- (7) Utilize the recommendations provided by the Shoreline Gateway Process and designate a no left turn design on Tennessee Valley Road for the preferred alternative.
- (6) Emphasize Alternative B1 as the preferred alternative, prohibiting a left turn from Tennessee Valley Road onto Shoreline.
- Consider widening Route 1 from the bridge into Tam Junction.
- (3) Focus on the alternatives with a separate pedestrian bridge.
- (3) Look into an alternative that is a bypass over the Martin Brothers property with marsh mitigation and minimal impact from the pilons.
- (3) Consider using an arch design when constructing the bridge, like the designs presented today.
- (4) Create a design that keeps the bridge simple and consistent with the surrounding community.
- Consider making riparian habitat restoration a key design element of the bridge.

Tennessee Valley Road Trail

The next topic addressed by community members concerned the preferred improvement alternatives for the Tennessee Valley Road Trail. They identified the following considerations for this improvement.

- (8) Consider that these improvements are very beneficial to the community.
- (3) Ensure that the trail is wide enough to safely accommodate a variety of users.
- Construct trail improvements with ADA access in mind.
- Focus on Option One for the first segment of the trail so that usage can be continuous, even at high tide.
- (2) Consider that the second alternative is the most reasonable.
- Create a trail that connects to the houseboat area.
- (2) Look into combining the elements of both Alternatives One and Two in creating the preferred alternative.
- (2) Focus on Alternative One until the Rhubarb trail.
- (2) Ensure that there is grade separation between the trail and Tennessee Valley Road and surrounding vegetation (for safety and conservation).
- Focus on these improvements but do not widen the bridge to accommodate trail improvements.
- (3) Ensure that there is safe school access from the trail.

- (2) Address litter and fire mitigation as well as general trail maintenance.
- Evaluate the “no-improvement” alternative in addition to the ones presented.
- Connect trail to the Bay Area Trail wide system as well as a GGNRA link at Oakwood.
- Ensure good signage and way finding along the trail.

Regional Transportation Planning

Several community members provided input regarding the issues and goals that need to be addressed in regional Parklands transportation planning. They addressed the following issues:

- Consider a regional trail that leads to the Park and Ride.
- Address the need for a ferry link in Sausalito.
- Look into including Fort Baker in any regional transportation solutions.
- Look into visitor access to Muir Woods and Stinson Beach within areas other than Tam Valley (e.g., a road through the GGNRA along the coast).
- Continue to emphasize regional transportation planning in addressing parkland issues.
- Consider implementing a reservation system for visiting Muir Woods.
- (4) Focus on the Presidio and areas south of the Golden Gate Bridge to reduce traffic through Tam Junction.

- Assess the opportunities north of Larkspur Ferry for visitor parking and shuttles on the weekends.
- Emphasize improvements that increase amenities for bikes, pedestrians and transit users.
- Do not place all parking in Manzanita, place some in San Francisco.
- Consider that the CTMP is extremely broad in scope.
- Assess the benefits of building a tunnel to Corte Madera.
- Provide comprehensive existing conditions data and origin/destination studies for the region.
- Include all GGNRA communities in the planning process.
- Increase regional transit travel intervals and regions for maximum travel flexibility.
- Provide an integrated fare and tickets plan with other Bay Area transit operators.
- Consider that the format of this open house was an effective way of communicating this information.
- Emphasize good bridge design, traffic relief and assistance to the NPS in the TTIP.

NEXT STEPS

The open house concluded as Mr. Iacofano thanked the participants and explained that there will be additional opportunities for public involvement as the environmental review process progresses. Comment books were collected as participants left.

Additional comments and questions can be sent to Dean Powell, at the Marin County Department of Public Works, 3501 Civic Center Drive, Room 304, San Rafael, CA 94901. (tel: 415/499-6520)

Other Comments

Some open house participants identified the following issues regarding the Tamalpais Transportation Improvements Project:

- Eliminate as many left turns as possible in Tam Junction.
- Clarify the elements of the environmental review process and where these alternatives go from here.
- Communicate project information to community media sources.